

The Hongkong Telegraph.

(ESTABLISHED 1851.)

NEW SERIES No. 5778

第七十二月四年四十三緒光

TUESDAY, MAY 26, 1908.

二拜禮 號六十二月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,120,000
Head Office—YOKOHAMA.

Branches and Agents.
TOKYO.
Kobe.
OSAKA.
NAGASAKI.
DALNY.
PORT ARTHUR.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposit—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 per cent. on daily balances and accepts Fixed Deposits at the following rates—
For 12 months 4 per cent. per annum.
" 6 " 3 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,375,000 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarra, Surabaya, Ocherbon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjarmasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2½ per cent. on daily balances.
Fixed Deposits 12 months 4½ per cent. p.a.
" 6 " 4% " "
" 3 " 3% " "
J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Night.
A. F. DAVIES,
Manager.
Hongkong, 21st June, 1907. [27]

CONNAUGHT HOTEL,
HONGKONG.

FIRST-CLASS EUROPEAN HOTEL.
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wine and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000.
RESERVE FUNDS—
Sterling \$15,000,000
Silver \$13,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goets, Esq., Deputy Chairman.
E. G. Barrett, Esq., E. Shollin, Esq.
O. G. R. Brodersen, Esq., R. Shewan, Esq.
G. Friesland, Esq., Hon. Mr. H. A. W. Slade.
C. S. Gubbay, Esq., H. E. Tomkins, Esq.
O. R. Lemmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [28]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " " "
" 3 " 3 " " "
JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsienanfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fur Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt.
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

HONGKONG HOTEL.

CONNAUGHT HOTEL,

FIRST-CLASS EUROPEAN HOTEL.

STRICTLY EUROPEAN MANAGEMENT.

Wine and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.
FOR TERMS APPLY TO—
THE MANAGER & AGENT

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FOR TERMS APPLY TO—
THE MANAGER & AGENT

HONGKONG HOTEL.

CONNAUGHT HOTEL,

FIRST-CLASS EUROPEAN HOTEL.

STRICTLY EUROPEAN MANAGEMENT.

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI	ARCADIA	About 28th May	Freight and Passage
LONDON, &c., via usual Ports	DELTA	30th May	See S.S. Advertiser
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	About 3rd June	Freight and Passage
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	SARDINIA	About 5th June	Freight and Passage

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 26th May, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.
(TELEPHONE 97).

NEW STOCK OF
LADIES' BATHING DRESSES.

MEN'S
SWIMMING COSTUMES.

AND
BATHING SUITS

(ONE AND TWO-PIECE).

NEW BATH ROBES.

CHRISTY'S BATH TOWELS.

LANE, CRAWFORD & CO. [38]



Telephone No. 75.

CHAMPAGNES, SHERRIES, MARSALES, MADEIRAS, PORTS, CLARETS, BURGUNDIES, ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 11th April, 1908. [40]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Opening, 1st April, 1908. [41]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Opening, 2nd June, 1908. [42]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,598 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00
Do do do do \$6.00

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 31st May.

S.S. "HEUNGSHAN" will depart from the COMPANY'S WHARF at 9 A.M. Departure from Macao at 3 P.M. A Military Band will play selections of Music during the trip.
Popular Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.
SPECIAL REDUCED SUMMER RATES.

PER DAY \$ 4.00 to \$ 7.00 according to room selected.
" WEEK 25.00 " 40.00 " "
" MONTH 90.00 " 140.00 " "

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—
E. APPEL, Manager.
Hongkong, 1st April, 1908. [43]

Intimation.

POWELL'S
GENTLEMEN'S
DEPARTMENT,
28, QUEEN'S ROAD.

**NEW
GOODS**

**LIGHT-WEIGHT
ZEPHYR
SHIRTS,**
\$20 half-dozen.

**THIN
SINGLETs,**
from \$11.50 dozen.

LISLE THREAD
AND
**SILK-PLATED
SOCKS,**
Exclusive Designs
and Colourings.

**THIN CEYLON
AND
SILK & WOOL
PYJAMAS.**

**INDIAN PITH
HELMETS,**
from \$4.00 each,
Good quality.

**A.S.A.
SWIMMING
COSTUMES.**

**BATHING
SUITS,**
One and two-piece.

POWELL'S
28, Queen's Road,
HONGKONG.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD LOWTHER & CO., to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, On an early date in June, at H.M.'s Naval Yard Extension, A LARGE QUANTITY OF SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.

Catalogues and further particulars will be issued.

On View from this Date.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th May, 1908. [52]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on FRIDAY, the 29th May, 1908, at 5 P.M., The Yacht "MARY and JOAN," Belonging to the Estate of the late Mr. A. H. RENNIE, as she now lies off Ah King's Yard, Wanchai, together with all Sails, Tackle, and Appurtenances on Board.

TERMS:—As usual.

For further Particulars, apply to HUGHES & HOUGH, Auctioneers.
Hongkong, 21st May, 1908. [522]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from Edward Osborn, Esq., to sell by PUBLIC AUCTION, on MONDAY, the 1st June, 1908, at 2.30 P.M., within his residence, "Modreenagh," The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 26th May, 1908. [532]

Intimations

TYPEWRITERS
FOR SALE, REPAIR AND HIRE.
PRICE VERY CHEAP.

NEW BICYCLES
(HUMBER)
\$100 each
Repair Undertaken.

**MOTOR LAUNCHES
FOR HIRE**
from \$2 per hour.

**SOLE AGENT FOR
THE
FAMOUS HUMBER
CYCLES.**

**DRAGON CYCLE
DEPOT,**
NOTE NEW ADDRESS:
33 & 35 DES VŒUX ROAD.
Hongkong, 14th May, 1908. [54]

JAPANESE MASSAGE,
F. KAWASAKI,
GRADUATE of KOBE MASSAGE SCHOOL,
No. 36, PAAYA EAST, WANCHAI, HONGKONG.
Telephone 164

**EFFECTIVE TREATMENT
OF
BERI-BERI AND RHEUMATISM.**
Attendance at Patients' Residence.
Hongkong, 22nd May, 1908. [55]

WINSTON CHURCHILL.
HIS GREATEST FIGHT.

"I am still young enough to enjoy a fight," said Mr. Churchill to himself on the night of his fourth and greatest electoral campaign. He enters the Cabinet, the little group of men which by our unwritten constitution governs the greatest empire of the world, at thirty-three. As age is counted in politics he is still a mere stripling. He is the type of triumphant and confident youth, tasting the savour of success with all the delight of a boy. His hair is thinning and already he carries himself with a slight stoop, but he still looks audaciously young to be President of the Board of Trade. Whatever may be the result of the election, there can be no doubt that the chief figure in it is thoroughly enjoying himself.

It is hard to remember that this youthful figure has during the past twelve years found time to see more war than most generals, to write half a dozen books of interest and importance, and to make himself a leader in one of our two great political parties.

What crowded years of glorious life they have been! He has seen death in the swamps of Cuba, on the Roof of the World, along the Indian frontier, in the deserts of Upper Egypt, and on the South African veldt. While other young men of his class were still sowing wild oats, he was living hard in camp, wooing danger like a mistress, a prisoner of war, a fugitive with a price upon his head.

PRINCIPLES AND PARTY.

In the House of Commons he has had a career no less adventurous. His father before him once dreamed a dream of Tory Democracy, and with filial piety he took up the task of realising the vision. "I raise again the tattered flag which I found lying upon a stricken field," he declared, and his leaders started in horror at the echo of a voice which they had thought silent for ever. "Parliament Reform" shattered that dream, and from that moment Mr. Churchill realised that the Tory party had to be reckoned with henceforward as the instrument of privilege and greed. All his democratic instincts rose in revolt, and without more to do he cut himself adrift. No wonder his welcome in the Liberal party was cordial, for from the first those who had eyes to see had discerned that from the Conservative benches he was advocating Liberal ideas. He changed his party colours, but he retained his principles. And now, within three years from the time when he first joined the Liberal ranks, he becomes a member of a Liberal Cabinet.

For some weeks before Mr. Asquith was called upon to form his Cabinet it was known that there would probably soon be occasion for a by-election in N.W. Manchester. There can be no doubt that local Liberals were at first somewhat nervous about the result. They had some cause for anxiety, in view of the results of the recent by-elections at Mid-Devon and at Peckham, with the additional prospect of a three-cornered contest. But with the publication of Mr. Churchill's election address a change came over the whole aspect of affairs. It was a trumpet call to action, whose exhilarating effects were felt far beyond the bounds of the constituency. It was the rallying call of a captain sure of his cause and sure of himself. Like his great soldier-ancestor, the first Duke of Marlborough, Mr. Churchill did not wait for the enemies' camp, thereby securing the initial advantage of choosing the battle ground. Free Trade was the last issue which his opponent wished to raise in Manchester, but the ringing challenge of Mr. Churchill's address was not to be ignored. Mr. Joynton-Hicks, in his election address, was immediately seen to be thrown back upon his defences.

A FIRST-CLASS FIGHTING MAN.

And while he made Free Trade the main issue of the election, Mr. Churchill did not commit the tactical error of seeming to shirk the combat on the Government's record. He has apologised for nothing; he has not sought to explain away or minimise anything. With a defiant challenge he declared his adherence to the Government's policy in every detail. Free Trade is his rallying-cry, but he marches under the Liberal colours confident in his ability to defend them against all comers and inspiring confidence in his followers.

On the same morning as his election address the candidate himself appeared in the constituency. Thousands met him at the station; cheers followed him through the streets; his hotel was besieged; no hall could be found in the city large enough to contain the crowds who flocked to hear him; the millionaire cotton-brokers of the Exchange were just as eager to see and hear him as were the mill-hands and factory-workers. "How I envy you Churchill," a Conservative friend who had come down to oppose him said to me; "I heard him at the Exchange and I was moved in spite of myself. There were passages in his speech which for power and eloquence and nobility of language I have never heard equalled. He is speaking now better than he ever spoke before."

For the past ten days Winston Churchill has been the one thought in the mind of Manchester. He is the theme of all conversation. Even his opponents play the game by plastering the hoardings with his name. For four hours a day he is delivering speeches, and the remainder of his waking hours, with brief intervals for meals are spent in meeting deputations, dictating letters, or urging on his workers to fresh exertions. He is doing the work he loves best in the world, fighting for a cause he believes in, routing his enemies in debate, swaying vast assemblies by his eloquence, overcoming opposition, and bending men to his will by sheer force of personality.

THE UNSTRUNG BOW.

But the exceptional feature about his present activity is that it is so little exceptional. It is but the continuation of the unrelaxing activity of the last ten years. All these years have seen him in the thick of the struggle, from one end to the other of the political spectrum.

forward with almost feverish haste. "A fortnight is a large slice out of a man's life," he once declared when starting on a voyage. It is doubtful whether he ever had a real holiday. I have seen him during this campaign, worn out after a day of ceaseless electioneering, eating his food like a man famished without seeming to taste it. Then as he lay back in his chair, with closed eyes and limbs relaxed, one could believe that flesh and blood were in revolt against the ardent and willing spirit.

"Does the road lead uphill all the way?"

"Yes, to the very end."

It is the inexorable answer which is all life has for men of this type. But what momentary vision of a refuge far from the dust and outcry of the present paved before those valiant leaders? Whatever it was it passed quickly. An instant later a secretary was presenting a manuscript, and Mr. Churchill glanced through it with the rapid comprehension that does not mix a single phrase. Then without a pause, and with the fewest words wasted in welcome, he was telling a member of Parliament who had arrived to support him, in sharp picturesque phrases of the nature of the audience he was about to meet, and where the most decisive strokes should be planted. Every trace of the dreamer had vanished: one saw only the lightning recuperation and the absorption in the business in hand which are the secret great of commanders born to carry their plans into victory.—A. MacCallum Scott in *Morning Leader*.

To Let.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [492]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNOTSFORD TERRACE Kowloon.

No. 3, CANTON VILLAS.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, at April, 1908. [195]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [257]

TO LET.

NOS. 56, CAINE ROAD, Six-roomed Dwelling House Furnished. Rent moderate.

HOUSES in AUSTIN AVENUE, Kowloon, facing harbour, cheap rental.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 15th May, 1908. [148]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VŒUX ROAD Central (formerly occupied by Messrs. Showan, Tones & Co.)

Apply to—
THE COMPADORE DEPARTMENT, Jardine, Matheson & Co., Ltd.,
Consanght Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in RIFON TERRACE. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel. FLATS in MORTON TERRACE. OFFICES on TOP FLOOR, No. 2, CONMAGH ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th May, 1908. [166]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, DUNDAS STREET, HONGKONG.

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no fact. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of **WAMPOLE'S PREPARATION** and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on anapneum. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE, BREAKFAST BACON, CALF'S HEAD & HAM, PEAS & HAM, PORC, MUTTON & VEAL CUTLETS, CHICKEN & HAM, VEAL & GAME PATES, MUTTON & CHICKEN CURRY, ASSORTED SOUPS, FRENCH JAM & FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908. [53]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of **COLD STORAGE** available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 12nd June, 1908. [61]

THE FINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.
Hongkong, 19th March, 1908. [48]

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from Havre ex s.s. Charante, and from Bordeaux ex s.s. Ville de Bordeaux in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 1st June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M.

No Fire Insurance has been effected.

F. J. ABBOTT, Acting Superintendent.
Hongkong, 11th May, 1908. [6]

Consignees.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 19th of May, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of May, at 9.30 A.M.

All claims must reach us before the 16th of May, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 20th May, 1908. [8]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.
Hongkong, 22nd May, 1908. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 28th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.
Hongkong, 22nd May, 1908. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

GIBB, LIVINGSTON & Co., Agents.
Hongkong, 23rd May, 1908. [53]

N. O. L. O. Steamer

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong and Kowloon Wharf and Godown Co., Ltd., for the year 1908, and that the same remain as for the year 1907, to wit:—

Full Rates (1000 lbs. per Month) £100 0 0

Half Rates (500 lbs. per Month) £50 0 0

Quarter Rates (250 lbs. per Month) £25 0 0

One-tenth Rates (100 lbs. per Month) £10 0 0

Five-tenths Rates (50 lbs. per Month) £5 0 0

Twenty-tenths Rates (25 lbs. per Month) £2 5 0

Forty-tenths Rates (12 1/2 lbs. per Month) £1 2 6

Eighty-tenths Rates (6 1/4 lbs. per Month) £0 12 6

One hundred tenths Rates (3 1/8 lbs. per Month) £0 6 6

Two hundred tenths Rates (1 5/8 lbs. per Month) £0 3 6

Four hundred tenths Rates (7/8 lb. per Month) £0 1 6

Eight hundred tenths Rates (3/4 lb. per Month) £0 0 6

One thousand tenths Rates (3/8 lb. per Month) £0 0 3

Two thousand tenths Rates (3/16 lb. per Month) £0 0 1 6

Four thousand tenths Rates (3/32 lb. per Month) £0 0 0 6

Eight thousand tenths Rates (3/64 lb. per Month) £0 0 0 3

Sixteen thousand tenths Rates (3/128 lb. per Month) £0 0 0 1 6

Thirty-two thousand tenths Rates (3/256 lb. per Month) £0 0 0 0 6

Sixty-four thousand tenths Rates (3/512 lb. per Month) £0 0 0 0 3

One hundred and twenty-eight thousand tenths Rates (3/1024 lb. per Month) £0 0 0 0 1 6

Two hundred and fifty-six thousand tenths Rates (3/2048 lb. per Month) £0 0 0 0 0 6

Five hundred and twelve thousand tenths Rates (3/4096 lb. per Month) £0 0 0 0 0 3

One thousand and twenty-four thousand tenths Rates (3/8192 lb. per Month) £0 0 0 0 0 1 6

Two thousand and forty-eight thousand tenths Rates (3/16384 lb. per Month) £0 0 0 0 0 0 6

Four thousand and ninety-six thousand tenths Rates (3/32768 lb. per Month) £0 0 0 0 0 0 3

Eight thousand and ninety-six thousand tenths Rates (3/65536 lb. per Month) £0 0 0 0 0 0 1 6

Sixteen thousand and ninety-six thousand tenths Rates (3/131072 lb. per Month) £0 0 0 0 0 0 0 6

Thirty-two thousand and ninety-six thousand tenths Rates (3/262144 lb. per Month) £0 0 0 0 0 0 0 3

One hundred and twenty-eight thousand tenths Rates (3/1024 lb. per Month) £0 0 0 0 0 0 1 6

Two hundred and fifty-six thousand tenths Rates (3/2048 lb. per Month) £0 0 0 0 0 0 0 6

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Two thousand and forty-eight thousand tenths Rates (3/16384 lb. per Month) £0 0 0

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED, ALEXANDRA BUILDING.

Hongkong, 7th April, 1908.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES IN ADVANCE.

DAILY - \$30 per annum; WEEKLY - \$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On orders sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies: Daily, ten cents; Weekly, twenty-five cents.

Mrs. BARBARA CUTHBERT desires to express her thanks to her many friends who so kindly sympathized with her during her recent bereavement.

The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 26, 1908.

THE PHILIPPINE POLICY OF ISOLATION.

For long it has been recognised in shipping circles that when the time was ripe the Philippine Islands intercoastal trade would be closed to foreigners and, according to a recent telegram from Washington to Manila, it would seem as if that period was fast approaching. The telegram in question was to the following effect: "The National Association of Manufacturers, in session, passed a resolution advocating the closing of the Philippine Islands to foreign trade. The convention discussed the matter of the expansion of American trade throughout the Orient and the matter of the reduction of the Philippine tariff. In view of the fact that the Treaty of Paris, by which Spain is guaranteed the same rights of trade in the Philippine Islands as those enjoyed by the United States, is to expire on the 10th

December of the present year, and consequently a new tariff and trade arrangement with the archipelago is to be enacted by Congress, the convention sets forth that it is due the United States that the trade of the islands be secured to American merchants in exchange for tariff concessions. The precise meaning of that resolution is somewhat obscure unless we assume that the intention is to create a tariff wall of sufficient height to exclude goods of other than American origin. That is, of course, protection naked and unashamed, but we rather fancy that the people in the Philippines will not be tamely content to consent to this purely one-sided proposal. It is ancient knowledge that the merchants and planters of the American dependency have been clamouring for a reduced tariff on sugar and tobacco, possibly also on other island products. They have sent deputations to Washington to argue the point with the representatives in Congress, but all to no purpose. The sugar and tobacco trusts proved far too influential for the deputies from the Philippines and their mission had, perforce, a sorry ending. Is it then to be believed that what the great manufacturers of the United States refused to the islanders will be demanded by themselves, that the people in the Philippines will be restricted to trading with the United States while those in the latter country deny similar advantages to the colonials? There is a suggestion about a new tariff and trade arrangement being arrived at, but that is probably only the proverbial spear to catch the whale. The *Cablenews* seems to take a favourable view of the representation in question, for after speaking of the constitution of the National Association of Manufacturers it observes: "This association of American manufacturers is one of the strongest forces in the way of tariff reduction to be found in the United States. The fact that this organization has turned its attention to the trade of the Philippine Islands augurs well for the trade of the islands in more ways than one. In the first place, it indicates that American merchants are waking up to the fact that the trade of the islands is worth going after, a thing they do not seem to have realized up to the present. On the other hand, it is an evidence that this association understands that Congress is determined to cut out the tariff between the United States and the Philippine Islands as soon as the Treaty of Paris expires." That may be so, of course, but the probability is that the major advantages will fall to the United States, while the islands will obtain a portion of the crumbs. Preference may be all very well in its way, but we are inclined to question the wisdom of attempting to cut out the trade with Hongkong and Australia. Were the trade with Hongkong eliminated, the service of steam communication with this Colony would in all likelihood be greatly curtailed, which would not be to the advantage of the Philippines, whose fleet of merchant vessels is of the microscopical order. If we remember rightly, the proposition to restrict the intercoastal traffic of the islands was shelved until 1910, but even then it is doubtful whether the native merchant service will be of sufficient size to meet the requirements of the people, so that the last state of the colonials is likely to be worse than the first. Certainly, the foreign vessels at present trading to the Philippines might find it convenient to change their register and fly the United States flag, but that would not be very helpful, for the idea is contemplated of prohibiting the employment of foreigners as engineers and assistant engineers in the inter-island trade of the Philippines. The proposal, according to our Manila contemporary, was referred to the navigation committee of the Assembly and has now been reported back to the house with favourable comments. In its report the committee states that the Bill "met with the spontaneous approval of the committee because it tended to nationalize the service of naval engineers." It considers the Bill a very patriotic one. "We have," says the committee, "a large number of able and responsible Filipino engineers whose places in our inter-island craft are occupied by foreigners, and there is therefore no excuse for the employment of the foreigners. The continued employment of foreign engineers in our inter-island vessels places, to a certain extent, a stigma of incapability and irresponsibility upon our national engineers." The Bill provides that on and after July 1st next, no license or certificate of service shall be issued to any person who is not a citizen of the United States or of the Philippine Islands, nor will the renewal of such a license or certificate formerly granted be permitted for engineers and assistant engineers in the inter-island service. Foreigners who shall have married native women and raised families prior to April 11, 1899, shall not be disqualified to act as engineers and assistant engineers in this service." That is drastic enough, and indicates the tendency to close the door against all foreigners. What with trade restricted to the United States, the merchant service brought under the American flag, the inter-island traffic cut off from foreigners and even the officers limited to those of American or in-

ular birth, the Philippines should, at no distant date resemble a sealed book. And yet with it all, the American merchants in the Philippines are carrying on a "boasting" campaign to proclaim the merits of the islands to the outside world. One wonders whether they really believe their end is likely to be attained when they evince such a whole-hearted objection to all things of foreign growth or is it merely a specimen of American humour?

PLAGUE IN HONGKONG.

While we do not wish in any respect to be considered alarmist, it is evident from the latest returns signed by Dr. Pearce, the Medical Officer of Health in Hongkong, that plague in the Colony is this year carrying off an extremely large number of victims. Some two years ago, Sir Matthew Nathan, who was then Governor of Hongkong, addressed certain remarks at a meeting of the Legislative Council in the course of which he deprecated the occasional reference in the Press to the prevalence of the disease, and almost seemed to suggest that its annual recurrence was due to the periodical reference which was made to its existence. Of course that view was absurd, for the simple reason that the countries which imposed quarantine restrictions against this Colony were equally able to obtain accurate information on the subject of plague as the Press in Hongkong. And, moreover, it is little to the purpose of the Government to blink the facts of the situation. The very circumstance that publicity is given to the actual condition of affairs is calculated to induce wise and thoughtful readers to exercise every precaution in their respective households in order that the disease may be kept at bay. According to the latest returns which we have just received there were no fewer than 174 cases reported to the sanitary authorities last week, and of these the deaths numbered 95. The unfortunate patients included a Jew, an Indian, a Portuguese, two Japanese and 160 Chinese. Up to the present time the cases reported amount to 384, of whom 323 succumbed to the malady. This is undoubtedly a very serious state of affairs, especially in view of the fact that the hot season, which is the most fertile season for the propagation of plague, is only beginning, and the worst aspect of the matter is that the disease appears to be claiming additional victims every day. Whether anything can be done to reduce the mortality or not, it is hardly for laymen to say, but every resident will sincerely trust that no effort will be left untied to secure this most desirable result. For example, to show how the disease has been spreading we have a return from the Medical Officer of Health showing that during the past three days, the plague cases have increased from 384 to 427, which is very disquieting news, and the death percentage is, as usual, very high. No doubt that is due to the fact that the patients are only caught when at the last gasp, but it only emphasises the necessity for increased care on the part of those citizens who are not within the infected areas, but who may have to come into contact with the coolie class. The principal method to ensure a healthy condition of things is to maintain a high standard of sanitary efficiency and without the co-operation of each individual household, the exertions of the Sanitary Department must prove nugatory. Bubonic plague has been stamped out in other places and there is no reason why it should not be stamped out of Hongkong, despite the proximity of Canton and the other immediately adjacent treaty ports of China.

LOCAL AND GENERAL.

The Emperor of Japan and the Tsar of Russia have decorated the Russo-Japanese Commissioners who took part in the delimitation of the boundary in Saghalien.

The negotiations between China and Japan for the building of the Kwangchengze-Kirin Railway are practically concluded. Only diplomatic sanction from Peking is now awaited.

It is reported that the Throne has shelved H.E. Taag Shao-yi's memorial in which he advocates the abolition of the Peking Governorship, and that their Majesties have decided to order his Excellency to return to his post, as there are still many questions pending between China and Japan and Russia, concerning Manchuria.

The three attempts which Sir Thomas Lipton made to win the America Cup, it is disclosed, cost him, for yachts alone, £100,000. A racing cutter, the *Shamrock*, which has just been launched for Sir Thomas on the Clyde, has cost him £15,000. She will take part in the principal regattas throughout the season, and also in several events across the Channel.

H.E. Hsu SHIH-CHANG, Viceroy of the Three Eastern Provinces of Manchuria, has sent an order to all his subordinates, to the effect that from henceforth no officials shall be allowed to have any intercourse with the employees of Chinese newspapers. The injunction adds that should any official be found breaking the rule, they will be dismissed from the public service and treated as political spies.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHINA COMMERCIAL S.S. CO.'S ANNUAL DINNER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I must thank the General Manager and the Directors of the C. S. S. Co. for their kind invitation to their annual dinner given to the merchants, Europeans, and staff of the company. A four-storied restaurant was engaged for the occasion and 700 merchants and guests proceeded thither. The place was beautifully decorated with bunting. The guests were received by the General Manager and some of the Directors; the greetings were extremely cordial. Dinner commenced at 10 p.m. The viands were too numerous to mention, and were very dainty. The general manager after a while went round each table, and proposed the health of those present. There were music and theatricals, but above all the fair singers, delighted us. In conclusion, I wish every success to the C. S. S. Co., Directors, and especially to our genial and highly esteemed General Manager. I left before the entire programme was over—I am, etc., P. R. D.

Hongkong, 26th May, 1908.

This second torpedo-boat now being built at the Kawasaki Dockyard, Kobe, to the order of the Siam Government, was successfully launched on 16th inst.

TELEGRAMS from Kwangchengze state that Russia has handed back to China sixty villages along the Amur River in the region of Aigun, which Russia occupied during the war, in consequence of the strong remonstrances made by the commandant of Aigun.

A RICKSHA coolie was charged at the Police Court, this morning, with failing to take a parcel which had been left in his vehicle to the nearest police station. The parcel, which contained some half dozen pairs of socks, was left in defendant's ricksha by Mr. F. G. Becke, of the Imperial Maritime Customs. Policeman Purden saw the parcel in the ricksha while on duty, and as the coolie could not give a satisfactory account as to whom the parcel belonged, he was arrested. Accused pleaded ignorance. He did not know that the parcel was in his ricksha. A fine of one dollar was imposed.

THE British Vice-Consul at Tientsin (Mr. H. C. Parlett) has been requested by a Japanese firm in that town, with a head office at Osaka, to put them in communication with any reputable firm of manufacturers interested in the following articles:—Woven, woollen stuffs, woven stuffs used as linings (e.g., silk, satin, alpaca), coat and vest buttons, carpet, tapestry, table cloths, damask, lace curtains, blinds, flannels, blankets (coloured and other), and flannel bags. Communications from British firms with reference to this application should be addressed to the British Vice-Consul at Tientsin.

ANOTHER law case has arisen out of the sinking of the C. P. R. *Empress of China* at Vancouver. On April 25th a claim was filed in the Federal Court at Seattle by the Riverville Flouring Mills against the Canadian Pacific Railroad in which \$85,000 civil and maritime damages is asked. The complaint recites that the steamship *Empress of China* sank in the harbour of Vancouver, B.C., October 23rd, 1907. The Riverville company alleges that at the time the ship went down, through the gross negligence of those in charge, 5,000 sacks of "White Fawn" flour, which was on board ready for shipment to China, was damaged by water to the extent of the sum asked.

CATCHING rats has proved a costly business to the Sanitary Department, but on the other side of the Pacific the work has been more expensive. The average cost of catching and killing a rat infected with bubonic plague in the City of Seattle has been about \$3,500 apiece since the anti-rat crusade was started. There have been nine plague rats caught and executed at a total cost of \$31,500. It has cost San Francisco \$1,500 for each bubonic rat since the California city's crusade started, but more infected rats have been captured there, so the *per capita* price is smaller, although the cost of the crusade there has been about seven times greater. This information is given by Dr. Frank S. Bourne, special sanitation commissioner in charge of the bubonic plague fight. Of course, the work of the rat brigade has included cleaning up the city generally, wiping out possible plague spots, and killing thousands of non-infected plague rats, but the *vin de* results have been nine infected rats, at a cost of \$3,500 each.

We learn from a San Francisco paper that Captain S. B. Sandberg, commander of the Pacific Mail steamship *Korwa*, was granted a final decree of divorce in Oakland last month from Kathleen V. Sandberg, against whom he made sensational charges. Mrs. Sandberg commenced the divorce action and accused her husband of having treated her in a cruel manner. She alleged he had slapped her in the face and had on one occasion struck her in the ear with sufficient force to break the ear drum. Captain Sandberg filed an answer to the complaint in which he denied cruelly to his wife, except in cases where he had justifiable provocation for treating her without respect. In a cross-complaint he alleged she had forgotten her marriage vows and committed indiscretions in Panama, Oakland, and San Francisco. He named Eustace Burke, George Mettel, A. M. Zimmerman and Lou M. Feder as co-respondents. The case came to trial and the hearing was sensational to the extreme. Judge Melvin wrote the closing chapter of the action last month when he signed the final decree. He awarded the custody of the minor child to the father and denied the wife alimony for \$150 a month alimony—*John A. Campbell*.

Plague in Kowloon.

VILLAGES FOUL OF INFECTION.

DANGER TO SHIPBUILDING YARDS AND CEMENT WORKS.

At the Sanitary Board meeting, which was held this afternoon the question as to the increase of plague in the villages in the peninsula was discussed. On the 22nd May, Dr. Macfarlane, assistant medical officer in charge of nuisances, wrote to the Principal Civil Medical Officer on this subject, as under:—Thirteen cases of plague have occurred at the small village of Hok On Kok between the 7th April and the 24th May this year. This is a large number in proportion to the number of inhabitants and to the total for Kowloon.

The following are the figures for the whole of Kowloon up to date:—

Hok On Kok.....	13
Hungshom.....	21
Yau-mut and Mongkok.....	5
(4 known to be reported).	
Sam-shui-po and Tai kok-tsui.....	26
Other villages:—	
To-kwa-wai.....	1
Ma Tau Wai.....	1
Kowloon City.....	1
	68

The villagers of Hok On Kok work largely in the Cement Works, Bailey's Shipbuilding yard, and Docks. They have every opportunity of spreading the infection of fleas and are probably responsible for some of the 21 cases in Hungshom, as Hungshom itself is clear and has never much plague. Most of the houses are quite unsuitable for occupation and do not lend themselves to proper cleansing. Nearly all are illegal under the Ordinance.

Last year it was Kowloon City which supplied the early forms of plague. This year it is Hok On Kok and Sam-shui-po. I do not see how plague is ever to be controlled in Kowloon till something is done to these places.

I consider that certain houses are unfit for human habitation, and that steps should be taken to close most of the remainder later. The walls are very loose stones, the floors mud and damp, windows practically do not exist, and in consequence, most of the houses are quite dark inside. Overcrowding probably exists in many of them from their appearance.

Except for these villages plague has not started in Kowloon properly yet and there is some ground for thinking that it would not be so severe in the regular tenement houses if it was not allowed to thoroughly establish itself in the villages first.

Dr. J. M. Atkinson, P.C.M.O., communicated with the Director of Public Works, this—I have inspected these houses with Dr. Macfarlane to-day (22nd May, 1908), and they are undoubtedly not fit for human habitation. The difficulty is to find some houses to accommodate the people. Would it be possible for us to have the Match Factory at Hungshom for this purpose? If so, please let me have the key so that it can be measured up so as to ascertain how many can be accommodated.

The Dr. P.W. replied:—The Match Factory is at your disposal. As the keys could not be obtained last evening (23rd instant) I informed Dr. Macfarlane that he could have the door forcibly opened.

CANTON DAY BY DAY.

THE OPIUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 25th May. Yesterday the Canton Anti-Opium Association held a meeting and it was decided to organise a street parade to take place on the 2nd day of the 6th moon with the intention of once more encouraging the opium smokers to rid themselves from the habit by means of the show.

NEW PROVINCIAL EXAMINER.

The Chinese gunboat *Kwang Hong* was despatched to Hongkong yesterday to meet the new Provincial Examiner, Tseng Tseng Tung, who was expected to arrive at Hongkong to-day.

LIKIN COLLECTIONS.

The amount of Likin dues collected during the second ten days of the 4th moon by the Likin officials was \$8,997.86 taels.

THE HOUSE COLLAPSE.

With reference to the accidental collapse of the two buildings in Hing Lung street on the evening of the 22nd instant, in which three lives were lost and four persons injured, the people inhabiting that street lodged a complaint with the Canton Waterworks Company. The Kwangchow Prefect Chan, director of the Waterworks Co., proceeded on the following morning to make an inspection of the two buildings.

CHINESE STEAM LAUNCHES.

Since the establishment of the Chinese Steam-launch Owners' Association here forty-nine Chinese steam-launches, which formerly flew foreign flags—30 British and 19 French—have reverted to the national Dragon flag, as reported by the association to the Shan Hou Chu.

CANTON-HANKOW RAILWAY.

The committee of the Shung Ching Charitable Institution has written to the Canton-Hankow Railway Company, declaring that the Institution will not accept to the request of the Company to undertake the collection of the second call of subscriptions on behalf of the Company.

It is stated that the negotiations with a French syndicate for a foreign loan for the Kaogafuchi Spinning Company are progressing. The representative of one of the leading French firms was in Kowloon lately in connection with the loan business. This gentleman had several conferences with Mr. Muto, Managing Director of the spinning company, and left Kowloon for home on the 15th instant via Siberia, to consult with the French capitalists on the various matters discussed. His definite answer is expected to be received on the 15th of next month—*John A. Campbell*.

Telegrams.

HONGKONG TELEGRAPH SERVICE.

EMPIRE DAY IN SHANGHAI.

FETE AT BRITISH CONSULATE.

BRILLIANT FUNCTION ATTENDED BY RECORD GATHERING.

[From Our Own Correspondent.]

Shanghai, 20th May, 1 p.m.

The Fete held in Shanghai yesterday in celebration of Empire Day proved to be one of the most brilliant events organised in the Settlement.

The function took place in the grounds of the British Consulate, and over 1,700 invitations were accepted by the British, foreign and Chinese communities.

No less than 8,000 lamps were utilised for the purpose of illumination.

Although the weather was showery, the attendance at the Fete was not in any respect affected.

[The Fete was given by the members of the Shanghai Branch of the Royal Society of St. George, and it was anticipated that it should prove one of the most brilliant and enjoyable entertainments in the annals of Shanghai. Most extensive and elaborate arrangements were made for the entertainment of the large number of guests expected to be present. The decoration and illumination of the grounds of the British Consulate, which were placed at the disposal of the society by Sir Pelham Warren, K.C.M.G., were in the hands of a Committee, that included some of the most prominent architects and engineers in Shanghai. Besides dancing in the Consul-General's residence, plenty of *à la carte* entertainment was to be provided, including a Maypole dance and an illuminated bicycle ride by juvenile members of the community. Entertainments on a specially constructed open air stage by a troupe of "Follies," which included some of Shanghai's best talent, and a cinematograph exhibition at intervals. The hearty co-operation of Commander Macleod of H.M.S. *Cadmus* was accorded, and it was hoped that a display by the bluejackets and marines of that vessel would be added to the attractions. A fine display of fireworks was also to be given, while there was to be excellent music and a bountiful supply of refreshment.—Ed. H.K.T.]

A COMPRADORE'S COMMISSION.

QUESTION OF LIABILITY.

At the Supreme Court, this morning, Mr. Justice Gompertz presiding, Ku Ah Hin, trading as H. Cruz and Company, sought to recover from Henrique Cruz the sum of \$367.57, money alleged to have been paid to the defendant in business transactions. There was a counter-claim for \$70.25, which the plaintiff defended, was due as salary for the Chinese staff.

Mr. C. F. Dixon, of Messrs. Hastings and Hastings, appeared for Ku Ah Hin; Mr. G. E. Morrell, of Messrs. Golding, Barlow and Morrell, appearing for Henrique Cruz.

Mr. Dixon stated that his claim had been altered from \$907.57 to \$880, as the defendant had since then paid off something on the claim. His claim, he stated, was made up of six different items, two of which the defendant was prepared to admit: (1) he was paid £200 in March and \$50 in April. The remainder, but one, which was partly admitted, they denied. The plaintiff was at one time compradore in the defendant's service. They entered into an agreement on the 31st December last, whereby plaintiff agreed to put up as security certain title deeds to the value of \$50,000. According to that agreement plaintiff was to receive half per cent. commission on all goods bought or sold. In February and March last he sold certain goods and his commission amounted to \$700. He made out his bill, which he presented to the defendant, who initialled it. The bill was then handed to a clerk who marked across it "O.K.," but in spite of all that the bill was never paid. After the plaintiff's writ had been served on the defendant, the latter brought the counter-claim, and Mr. Dixon thought that the point the defence would raise was that plaintiff was not entitled to his commission as the goods he sold (sugar) were short weight. Nothing of this kind was mentioned in the agreement, and Mr. Dixon thought plaintiff ought to be held liable to something in the agreement. He observed that when plaintiff was first engaged he put up as security certain title deeds, but later defendant said that title deeds were of no use to finance this business. Instead of that he wanted \$50,000 in hard cash. This could not be arranged with plaintiff's guarantor.

With reference to the counter-claim, Mr. Dixon stated that his client was liable for wages of the Chinese staff. If defendant had paid that he was willing that judgment for that amount should be entered against him. As to the shortage in the 78 bags of sugar, as alleged by the defendant, Mr. Dixon stated that that allegation was brought for the first time at all. His client was not liable for that and further, as it was alleged, was part of any shortage, and the Commission was not to be concerned with it. Witnesses were examined, and the case was still proceeding when this report closed.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

THE "HONGKONG TELEGRAPH" SERVICE

INSURGENTS FLEEING.

[By courtesy of the "Sheung Po"]

Yunnan, 26th May.

Commanders Pak, Lung and Wong have joined forces and attacked the insurgents who retreated and have gone into hiding.

Some of the raiders managed to evade capture by crossing the frontier into Annam.

CONSTITUTIONAL GOVERNMENT.

OPPOSITION TO THE SCHEME.

[By courtesy of the "Sheung Po"]

Peking, 26th May.

Owing to the existence of strong opposition to the granting of Constitutional Government, the Imperial Government is not now disposed to view the project favourably.

There does not appear, therefore, any probability of the institution of a Parliament becoming an accomplished fact at an early date.

EMPEROR-DOWAGER AS MATCHMAKER.

INTER-MARRIAGE IN HIGH QUARTERS.

[By courtesy of the "Sheung Po"]

Peking, 26th May.

The children of Their Excellencies Chang Chih-tung and Yuan Shih-kai are, by the expressed desire of the Empress-Dowager, to inter-marry one another.

[Reuter's.]

Russian Minister to Peking.

LONDON, 24th May.

M. Korostov has been appointed Russian Minister to Peking.

The United States Mail Subsidies.

The House of Representatives has rejected the report of the Conference on mail subsidies.

The speakers threatened an indefinite prolongation of the session rather than yield to the Senate, which had secured the support of the Conference to the subsidies.

Peace Conference.

M. Takahira, who was the chief speaker at a Peace Conference at Mohawk, New York, defended the action of Japan in Korea and Manchuria, and declared that Japan would live up to her ideals of peace.

Germany.

The Leipzig Court of Appeal has quashed the sentence on Herr Hajden and ordered a re-trial, the appellant having evoked as a new factor the arrest of Prince Eulenberg for perjury, whose testimony induced the first finding.

The German Burgomasters in England.

The German Burgomasters have been received by the King in Buckingham Palace. His Majesty speaking in German expressed his pleasure in welcoming them.

The Burgomaster of Munich in reply thanked the King and hoped an exchange of visits would strengthen the relations of the two countries.

HARBOR COLLISION.

STEAM WATER BOAT DAMAGED.

A collision occurred in the harbour yesterday. It is reported that the *Longkong Maru*, while entering the harbour, collided with one of the steam water-boats of the Union Water Boat Co., Ltd. The *Tai-ye*, one of the vessels in collision, was badly smashed, the funnel being carried away by the force of the impact. Exactly how the accident took place, no details are available, there being withheld pending a marine court of inquiry which will be held into the circumstances attending the collision.

A survey of the *Tai-ye* was being held this morning when a representative of this paper called at the office of Messrs. Dodwell & Co., Ltd., general managers of the Union Co. to obtain particulars of the accident. The *Tai-ye* was to be docked for repairs this afternoon.

No date has yet been fixed for the official investigation.

THE LATE INSP. CUTHBERT.

THE FUNERAL.

In the presence of a large number of his brother officers and numerous friends, who gathered around the graveside to pay their last respects, the remains of the late Detective Inspector Cuthbert were laid peacefully to rest in a secluded spot in Happy Valley yesterday afternoon. The attendance was voted one of the largest known to the police for some considerable time.

Punctually at 4.15 o'clock the cortege left No. 8 Police Station and started out along Caine Road, Garden Road, and down into Queen's Road. Walking on the left hand side of the hearse were Chief Detective Inspector Hanson, Inspectors Warnock, Langley and Chief Inspector Baker. On the right were Inspectors Robertson-Ritchie, Cameron, McHardy and Fenlon. Immediately behind were Captain Lyons (superintendent of police) and Inspector Smith. Then followed some forty police officers of different rank, a number of civilians, and bringing up the rear were representatives of the Chinese detective department.

The hearse, which was covered by a large number of beautiful wreaths, proceeded by way of Queen's Road, along which route as far down as the Monument, many more Europeans joined the cortege, among the many present being Mr. J. H. Kemp (first police magistrate), Mr. C. A. D. Melbourne (acting deputy superintendent of police), Captain McIntyre, of the steamer *on Cheung*, Inspector Watson, of the Sanitary Department, and a number of ladies.

The coffin was removed to the graveside by Inspectors Robertson, McHardy, Ritchie and Cameron. The ceremony—a very impressive one—was performed by the Rev. Mr. C. H. Hickling, at the conclusion of which what was once Mr. Cuthbert was laid to rest.

MAINE COURT.

In the Marine Magistrate's Court this morning, before the Hon. Commander Basil Taylor, R. N., William F. Laing, third officer of the s.s. *Fookiang*, charged Wu Kwan, a boarding house runner, of 92, Connaught Road, Central, with unlawfully going on board the s.s. *Fookiang* without permission from the master on the 25th inst. Mr. Laing stated that at 11 a.m. on the 25th inst., while his ship was approaching Hongkong between Lungyin and Lamma Islands, he was on watch, and saw defendant's boat approaching the ship. He and the master waved them away, there being other boats besides the defendant's. Defendant hooked on in spite of their orders. Defendant was first up out of the boat, and he was caught and taken before the master. He was detained, and handed over to the police. Defendant stated he was not aware that he was not allowed on board. He had a friend coming up from Singapore, and wanted to go and meet him. He was fined \$5, or in default, two months' hard labour.

In the same Court, P.C. William Thompson charged Li Lai, master of the steam-launch *Hoi Loong*, with unlawfully blowing the steam-whistle other than for the purpose of navigation at 11.20 a.m. on the 22nd inst. in Victoria harbour. P.C. Thompson stated that at 11 a.m. on the 22nd inst., he was patrolling the harbour, when he noticed the *Hoi Loong* approaching a junk and blowing her whistle. As she went alongside her, she blew a long blast and then a short one, repeating it three times after taking her in tow. He was fined \$25, or in default, six weeks' hard labour.

JAPAN AND CHINA.

NECESSITY FOR MORE FRIENDLY RELATIONS.

From the latest reports to hand there is little doubt as to the *Nippon*, that the boycott movement in Canton is gradually on the decline. At last the Chinese seem to have begun to realise the foolishness of the movement. The circular letters from the Cantonese students in Tokyo recently sent to their compatriots against the ill advised nature of the boycott may have proved an effective eye-opener to the Canton people. But with the promised return of a more favourable state of things in China it is advisable that Japanese should also change their attitude towards China and the Chinese, to that friendly relations and a community of interests may be more closely cultivated between the two peoples. The present boycott movement, which has ostensibly originated in the *Taiwan* affair, might have been averted if the Chinese had not previously been brought to entertain ill-feeling against the Japanese.

In order to bring about an improvement in the relations of both countries nothing could be better than the creation of a closer community of interests between the two. The Chinese should be invited to participate more freely than at present in enterprises to be undertaken jointly. In connection with the South Manchurian Railway, for example, though it is a joint undertaking between the two countries in name, the Chinese share is so small as to be almost a negligible quantity. Such a thing is more than likely to create a feeling of resentment and prejudice on the part of the Chinese against Japan. At a recent sitting of the French Chamber of Deputies, the Budget Committee, referring to the Colonial question, pointed out the necessity of making the colonial policy of the mother country coincide with the interest of the natives, and urged the importance of carrying out everything with their full accord and co-operation. This view of the French Chamber was quoted by the German Minister of the Colonies at a recent meeting of the Reichstag on the occasion of the debate on the Colonial question. Japan also should adhere to similar principles in dealing with matters in and out of Manchuria. And the cultivation of a closer community of interests between Japanese and Chinese should be encouraged and carried out as much as possible. The Government should give more consideration to the interests of the Chinese in the Far East.

SANITARY BOARD.

FORTNIGHTLY MEETING.

This afternoon the usual fortnightly meeting of the Sanitary Board was held, when the undermentioned business was transacted.

MODIFICATION REQUIRED.

The following applications from Mr. E. M. Hazeld, architect, for modification of the requirements of Sections 188 and 153 of the Public Health and Buildings Ordinance, 1903, in respect of a house on Island Lot 522, was considered.

The first application was dated 6th May, and read: Under section 19 of Ordinance 25 of 1903, I have the honour to apply to the Board to recommend to the Governor-in-Council for a modification from the requirements of the Ordinance with respect to the rear rooms of a house proposed to be erected on the above mentioned lot in Caine Road. I beg to point out that this will be a detached house in the European Reservation which will be occupied by one family and the rear rooms will be provided with large windows which will give good light to these rooms.

To this the Hon. D. P. W. wrote:—I will not detain this paper as the matter can be dealt with on the plans deposited to this office. From what I can gather, it is proposed to erect a big four-story house on a small site which is surrounded on three sides by high buildings or retaining walls.

The second application, dated May 13th, was as follows:—I have the honour to apply that Sections 176 and 188 of the P. H. and B. Ordinance may be waived with respect to this house as these sections do not appear to be applicable in this case. There is a high wall at the rear retaining Seymour Road, which makes it difficult to comply with Section 176. The building will be kept more than 8 feet away from the foot of the wall. Section 188. The road in front of the site is very narrow but as the building will be set back a good distance from the road, I trust that it will meet with your approval.

Dr. Pearce wrote:—The large amount of glazed area for these rooms will, I consider, sufficiently light them, and recommend that the plan be accepted.

The Hon. D. P. W.—The plan submitted does not convey a very good idea of the proposal. The proposed building will be a four-storyed one, 50 feet in height. There is a retaining wall in the rear of it, ranging from 47 to 55 feet in height; another retaining wall on the east side of it, a considerable portion of which is 55 feet in height and a block of three-storyed buildings to the westward of it, 49 feet in height. It does little benefit from being "detached." I do not consider it a case meriting modification.

CUBICLES REQUIRED.

An application for permission to erect cubicles on the first floor of 113, Wanchai Road, was considered. The correspondence follows:—

"The petition from Tam Chan Shi, No. 113, Wanchai Road.

"Sheweth:—That in accordance with the law she prays that permission may be given her to erect cubicles on the first floor of the above house for which she will be very grateful."

The Sanitary Surveyor visited the premises and reported thus:—No cubicle recommended for the ground floor, which is used as a workshop. The first floor is occupied by family people, the lighting and ventilation is good.

Dr. Pearce minutes:—I recommend the Board to grant the number of cubicles as suggested by the Sanitary Surveyor.

IN THE PACIFIC RATE WAR.

ANOTHER BIG CUT.

The *Seattle Post-Intelligencer*, of 27th ult., says:—Another move has been made in the rate war waged by the regular transpacific freight lines against the freight steamers by which the original rate of \$4.50 to China and Japan ports has been slashed to \$2. The first cut was made to \$3.50 and \$3 for shipments of 3,000 tons of flour by one shipper on one vessel to one port.

The outside ships have made their presence felt chiefly in Puget sound ports up to date, but the latest charter made and cargo completed has touched up the business at Portland and it is stated that the Southern representatives of the lines belonging to the Transpacific Freight Association strongly urged a cut to \$1 instead of \$2 to keep the competitive vessels out of the business.

The latest charter by the independent shippers is the *Stella*, Capt. Ogilvie, now at Comox, B. C., from La Boca. She has been taken by Jensen & Ostrander, who have already placed a full cargo for her at \$4.50 or slightly better than the figure made by the recent cut of the regular lines.

The *Stella* is a British ship of the turret type, built in 1903, and is 340 feet long, has 50 feet beam and a depth of 22 feet. She will sail for Portland from Comox in a couple of days and there load 3,000 tons of flour, subsequently coming to Seattle to complete cargo. Her entire load will be flour, the shipments from this port being from the Continental and Hammond mills. The shipments are for Hakodate and Hongkong.

Another charter of Jensen & Ostrander is the Norwegian steamer *Harmonia*, now in San Francisco. Capt. Jensen last evening refused to give the destination of this vessel, but stated that they were prepared to meet any further reduction in rates that might be made by the regular lines of freight carriers. He said that the freighters could be expected to be coming for business as long as it paid them to live on cargo rather than proceed in ballast.

In addition to these steamers, Jensen & Ostrander recently sent out the *Glenn* for the Amur river, and the *Peridot* for now loading around the Sound for Japan, while the German steamer *Ulla* has also been sent to Vladivostok about the middle of May. The *Peridot* is now at Hongkong and will sail for Tacoma on Thursday and then for Seattle.

THE SHATIN TRIPLE MURDER.

CASE FOR THE PROSECUTION CLOSED.

DR. HO KAI ADDRESSES THE JURY.

The Shatin murder trial still continues and to-day more witnesses for the prosecution were examined. One of the witnesses called was a Chinese police sergeant of the Water Police Station. He deposed that he arrested Chan Yau, the accomplice, at Shau-ki-wan. He knew Luk Sang, the deceased, well. They were formerly school mates. This closed the case for the prosecution.

Dr. Ho Kai, counsel for the three accused, then addressed the jury. He said that his defence would be two-fold in character. It was not his intention to make his address long, but he would speak shortly on the evidence already adduced for the prosecution, and the evidence he was about to call. He stated that the evidence for the prosecution was not convincing, neither was it satisfactory. In criminal cases and especially in cases of this kind (murder) it was the bounden duty of the prosecution to satisfactorily prove their case beyond any reasonable doubt. If not, it was the duty of the jury to bring in a verdict of "not guilty." The case, he said, was full of improbabilities—he might also say impossibilities. For the defence, counsel would call witnesses to show that the first accused was not near the Kud Yam mountain on the afternoon of the murder; that he was at a certain place, and that he returned from Kowloon, in company with Luk Sang, the best of friends. As regards the case of the third accused there would be abundance of evidence forthcoming to prove that he was ill during November and December, 1906, and that he was unable to leave his house. It was physically impossible, Dr. Ho Kai urged, for the third man to have left his house on that day, cross over to Chi Kwo Ling, near Lyeamoon, then across to the Kud Yam mountain, and to have committed the murder. The doctor who attended to him would be called. In conclusion, Dr. Ho Kai stated that even without this evidence the jury could not find the prisoners guilty of this most audacious and outrageous crime.

The first witness was then called, and the case further adjourned.

HARBOR CRUISING.

Messrs. E. S. Kadonrie & Co. inform us that they are in receipt of telegraphic advices from Singapore informing them that the crushing of the Krib Australian Gold Mining Co., Ltd., for the past four weeks yielded 92 ozs. gold from 548 tons stone, and cyanide 101 tons.

JAPANESE COTTON SPINNERS.

A CRITICISM OF THE RESTRICTION OF PRODUCTION.

In a well-written article, tempered by a vein of humour, the *Tokyo Asahi* protests against the laxness and stupidity of the Japanese cotton spinners. Recently there came into existence amongst the Japanese sugar refiners an agreement putting a restriction on the amount of production, says the *Tokyo Journal*, and this has now been followed by a similar undertaking among the cotton spinners. In this age of strenuous life this comes in the nature of a surprise. Certainly in the event of a congestion of the market brought about by over-supply it may be necessary to restrict production to within certain limits pending a revival of the market. Such, however, is not the case with Japanese cotton-spinning. To begin with there has been a considerable falling-off in the export of cotton yarn during the last few years. In 1899 the export of yarn amounted to over 100 million kin and in 1903 to 92 millions. Since then, however, its export has been on the decline with the increase of the domestic demand, and the amount of export has never since exceeded 80 million kin. But this was not due to a diminution of the demand in China. While the sale of Japanese yarn was falling off, that of Indian yarn has been steadily increasing. Up to 1903 the import of Indian yarn to China had never reached 40 million taels in value, that for 1906 being only 20 million taels. Since 1903, however, the amount has increased to 40 and 50 million taels. From the facts it will be clear that the diminution of the export of Japanese yarn to China has been the result, not of the decline in the demand, but that Japan had not a sufficient surplus to satisfy the demand owing to the suddenly-increased domestic requirements. In the meantime, Indian yarn has steadily encroached upon the Chinese market.

Such being the case, continues the *Tokyo Journal*, the Japanese spinners ought to strive hard to recover their lost ground, instead of remaining idle by the partial suspension of work. It seems the height of absurdity that the spinners should unite for a reduction while their Indian competitors are actively pushing their way in China. The inevitable result of such a conservative policy must be the further narrowing down of the market for Japanese yarn. In other words, the decision of the Japanese spinners may be described as a boycott in an inverted sense. This inconsistency is heightened when it is considered that efforts are seemingly being made at Shanghai to dispose of yarn at an exorbitant price by doubtful means. If cotton-spinning were a Japanese monopoly the spinners might succeed in their aims, but unfortunately there is a formidable rival bidding with boldness for supremacy in the Far Eastern market, and unless the Japanese are prepared for great and continued efforts they may ultimately be driven from the field altogether.

The above article is interesting as the expression of a point of view, but it fails to take into consideration the whole of the factors that have been at work among which is the increase in cost of production that has taken place as the result of increased wages and a high cost of raw materials.

To-day's Advertisements.

PRELIMINARY NOTICE. PUBLIC AUCTION.

THE Undersigned have received instructions from G. W. BEDFORD, Esq., to Sell by PUBLIC AUCTION,

on FRIDAY, the 29th May, 1908, at 2.30 P.M., at No. 5 Lochiel Terrace, Kowloon, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HAUGH, Auctioneers.

Hongkong, 26th May 1908. [538]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIYUN."

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 29th instant, at 11 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 26th May, 1908. [539]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO."

will be despatched for the above Port, on or about THURSDAY, the 29th June.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 26th May, 1908. [540]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SURUGA" FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 26th May, 1908. [537]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOORSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that the Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 25th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 26th May, 1908. [540]

DEATH OF MR. W. GRAHAM.

AN OLD JAPAN RESIDENT.

Mr. William Graham, chief engineer of the N.Y.K. steamer *Yamaguchi-maru*, and a forty years resident of Japan, died here last night, aged sixty-five, reports the *Yokohama*, correspondent of the *Japan Chronicle* on 14th inst. Mr. Graham was taken ill during the voyage from Kobe to Yokohama and was seized with a paralytic stroke. The funeral will take place on Saturday.

Mr. William Graham was one of the oldest servants of the Nippon Yusen Kaisha, and was well known and respected in Japan and China ports. His first came to this country about forty years ago as chief engineer on one of the so-called "men-of-war" of the Tosa Government, which ships were afterwards converted into merchant vessels running under the control of the Yubin Kisen Kaisha, afterwards transferred to the Mitsui Bussan Kaisha. Mr. Graham continued to serve in this company until the amalgamation of the Mitsui and the Kyoto lines into the present Nippon Yusen Kaisha.

During his service, with the N.Y.K., Mr. Graham trained many junior engineer officers who now occupy important posts ashore and ashore, and he was highly respected as one of the most attentive and faithful of the company's servants. About ten years ago Mr. Graham was presented by the President of the N.Y.K. with the company's special gold medal, with a pension attached, as a mark of the company's appreciation of his valuable services. Only two of these medals have been presented to engineers, the other recipient being Mr. McCormick, chief engineer of the *Kamomaru*. Mr. J. L. Graham, of Messrs. Hauling & Co., Yokohama, and formerly of Koubi, is a son of the late Mr. William Graham and he and Mrs. Graham will receive the sympathy of their many friends in Kobe in their bereavement.

Intimations.

"VICTOR" TALKING MACHINES

ON EASY TERMS.

YOU CAN PURCHASE AT \$2 PER WEEK.

WHY BE DULL?

Caruso to thrill you.
Scotti to excite you.
Plançon to astound you.
Melba to enrapture you.
Patti to delight you.
Tetrazinni to charm you.
Harry Lauder to amuse you.
Dan Leno to humour you.
Gus Elen to beguile you.
Geo. Robey to entertain you.
Will Evans to enliven you.
Souza's Band to rouse you.

10,000 Records to choose from. Call and hear them at the

ROBINSON PIANO Co., LIMITED.

Hongkong, 13th May, 1908. [55]

WATCH THIS SPACE.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS— TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN "BULOW" WEDNESDAY, Noon, 3rd June.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA "KLEIST" About WEDNESDAY, 3rd June.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "MANILA" THURSDAY, 5 P.M., 18th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 27th May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIA, BROOKLYN, 8th June, P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS Girard 9th June, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, CALEDONIAN Martin 22nd June, P.M.
MARSEILLES, VIA PORTS TONKIN Charbonnel 23rd June, 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th May, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA TO HONGKONG IN 30 DAYS.
NAPLES 29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND VIA VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE 13 DAYS.

YOKOHAMA—VANCOUVER 26

LONDON and PARIS 26

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

† AMIRAL MAGOM 4th June
* AMIRAL EXELMANS 25th July
† OUESANT 29th Aug.
† MALTE 12th Oct.
† CEVLAN 26th Nov.
† CORSE 17th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 26th May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 26th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 55 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	SHANGHAI	First half June	JAVA	First half June
TJIBODAS	JAVA	First half June	JAPAN	First half June
TJIKINI	JAPAN	First half June	JAVA	First half June
TJILATJAP	SHANGHAI	First half June	JAVA	First half June
TJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG	JAVA	Second half June	JAPAN	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 376,

YONG BUILDINGS, 1st floor,

Hongkong, 27th May, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

Three superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 26th March, 1908.

Intimation.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, and Canton, 1908.

MANCHURIA.

PRESENT TENDENCIES.

It is a long lane that has no turning, and, fortunately, the circumstances which have tended to prolong the period of depression in Manchuria are, one and all, susceptible of correction. Experience teaches that reaction must sooner or later follow an artificial boom; but in the Three Eastern Provinces the flow of unearned money, first in the interests of Russia's forward policy, then as the concomitant of war, had been so persistent that it had come to be regarded as the normal condition of things in the country. Subsequent events have proved the fallacy of such a theory, and Manchuria has had to undergo the inevitable ordeal of finding its own level. This process has been unduly protracted as much from inherent causes as on account of extraneous agencies. The reorganization of the provinces was a move in an entirely new direction on the part of the Government, and a little uncertainty prevailed in the minds of the Chinese regarding its issue. Judged by local standards, the administration of the Tartar General Chab Erh-sen had proved far from unsatisfactory, and it was open to doubt whether the change would work all the improvements claimed for it. The new scheme has now had time to be tested, and it has won the confidence of the people. There is more show of systematic government, and its effects are appreciated; but it would be unfair to the memory of the last Tartar General not to mention that in some departments of his administration he introduced a standard that has not yet been surpassed by his successors. To quote but one instance, the old sanitary boards of Mukden have been superseded, and the Health Office is now placed under the Police Department; the latter, however, has not yet proved equal to its additional task, and the new régime falls short of the old.

Hand in hand with the accession of confidence in the stability of the new régime goes a sturdier belief among the Chinese in themselves, in regard to the part they are destined to play in this portion of the Empire. On what this belief is based or how far it is justified is beyond the province of our consideration for the moment; but it should be placed on record as an important factor in the commercial future of the country. The net result is that trade can be said to be "looking up" slowly and tentatively at first, as is only natural; but with sufficient steadiness to warrant the hope that the improvement has come to last. It may indeed be mainly a transference of Chinese custom from one set of dealers to another. During the past year it is known that a Japanese firm effected practically a "corner" of the Manchurian market. After a long campaign of underselling, it was thought that sufficient headway had been made to justify the raising of prices to a normal level. The result has fallen short of the expectation. It would seem that the Chinese were glad enough to benefit, when times were bad, by low prices; but a year's experience of the Japanese articles then thrust upon them has shown up many of their defects, and now with more money in circulation there is a desire for better goods, which are to be obtained from other markets at a price not much removed from the enhanced cost of Japanese imitations. Already a movement of piece-goods from Newchwang is quoted, and provided efforts are made to take the tide at the flood, the record of depression in Manchuria should gradually be relegated to the forgotten past.

BUSINESS METHODS.

It is of interest to find that in spite of adverse circumstances one firm has been able not only to hold its ground, but to be satisfied with the progress it has made. The organization of the British and American Tobacco Company now covers the greater part of Manchuria. Its agents are ubiquitous, and with a practical knowledge of the Chinese language and Chinese habits have revolutionized the old business methods of dealing with the people of this country. Certainly, the results are sufficiently encouraging to warrant inquiry whether the same system could not be extended with advantage to other businesses. The British and American Tobacco Company acts on the principle of seeking out custom or at least of meeting it half way. In Manchuria its obstacles have included the competition of Japanese hawkers and of Japanese counterfeit trade-marks; but organization and energy have gained the day over both. The complaints of the Tairen tobacco merchants and their demand for the return of the amounts previously paid as customs duty are an eloquent tribute to the work of their rivals in the field.

THE SOUTH MANCHURIA RAILWAY.

To-day, it is hoped, will see a grave reproach removed from the South-Manchuria Railway. It is the date fixed for the opening of the standard gauge, as far as Mukden, and the following days are to see the new trains running the whole distance to Kwangchow. Many hard things have been said of the management of this railway, and an attempt has been made to refute them by pleading military exigencies. Perhaps the most charitable verdict to be passed now on a closed chapter is to say that, as soon as complaints from foreigners became loud enough, the greater evils of the system were removed. It required only a simple order from headquarters to put a stop to offensive behaviour on the part of the railway military guards; to check the idle curiosity of officials regarding the movement and identity of passengers. For many weeks now it has been possible to travel on the South Manchuria Railway without molestation, and if the instructions that have brought about this change had been given before they were, wrong from a reluctant management by foreign criticism, much bitterness would have been avoided. There would have remained, it is true, the drawback to travel in the neighbourhood of the rolling stock, and even yet the picturesque forward and rear of the train are not altogether convincing. The comfort of a first-class train was not to be expected, but it must not be forgotten that it would have been a long time before the railway was

working, possibly, half a year ago, when any one of the coaches, that were allowed to run unaltered for more than a year, into a conveyance which would have indicated that some attention had been paid to the requirements of civilization. Military exigencies cover a multitude of sins; but this time an attempt has been made to stretch the clock beyond the limit of its capacities.

Fortunately, as has been indicated already, these incidents can be treated as a closed chapter, and there is reason to believe that the railway authorities are conscious of past mistakes. Both in railway matters and in other departments a marked improvement has set in, as though it were at last realized that it is more profitable to work with general goodwill than in the face of universal antipathy. If complaints can still be levelled, it must be remembered that difficulty is being experienced in making suddenly a complete break with the past. Certainly the treatment of foreign consuls now gives little cause for criticism, and it is possible that falling receipts may yet lead to deliberate coquetting for freight.

On the subject of rebates the South Manchuria Railway has openly declared its position. The official notification states:—

"The South Manchuria Railway Company will allow rebates at the following rates to large shippers:—

Freight for 12 Months	Rate
Under ¥150,000	over ¥100,000 3%
" ¥200,000	" ¥150,000 3½%
" ¥250,000	" ¥200,000 4%
" ¥300,000	" ¥250,000 4½%
" ¥350,000	" ¥300,000 5%
" ¥400,000	" ¥350,000 5½%
" ¥450,000	" ¥400,000 6%
" ¥500,000	" ¥450,000 6½%
Over ¥500,000	" 7%

2.—The computation of freight shall date from October 1, and end on September 30, of the following year.

The rebates will be paid on expiry of six months after the end of the term.

The effect of this schedule, which at first sight would seem to be scrupulously impartial, is to benefit Japanese firms only, for the minimum is fixed at too high a figure to allow any foreign importer to qualify. Hitherto all attempts to induce the management of the Railway to extend the system of rebates to foreign firms have failed, but it is not possible to say whether smaller importers of Japanese nationality are allowed to form a combination in order to obtain the benefits offered to big shippers. —N. C. Daily News.

To Let.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th May, 1908. [190]

TO LET.

NO. 4 and 5, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNOTFORD TERRACE, Kowloon.

No. 2, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st April, 1908. [191]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 22nd May, 1908. [137]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

THE COMPAGNIE DE DÉVELOPPEMENT, Jardine, Matheson & Co., Ltd., Cantonment Road Central.

Hongkong, 24th February, 1908. [134]

TO LET.

HATHERLEIGH, CONDUIT ROAD, Kowloon.

A HOUSE in RYTON TERRACE, Kowloon.

OFFICES in YORK BUILDING, BLUE BUILDINGS, and No. 26, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES Vaux ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th May, 1908. [130]

FABET BREWING COMPANY.

MILWAUKEE.

FRESH SUPPLIES.

ALWAYS KEPT IN STOCK.

HONGKONG, 26th May, 1908.

Consignees.

[illegible]

SUPREME COURT VACATION.

STUDIED DISCOURTESY OF THE CORRESPONDENCE.

At the meeting of the Committee of the Chamber of Commerce on the 14th inst., the following correspondence was read:—

Chambers, Supreme Court, Hongkong, 14th April, 1908.

Sir,—In consequence of the publication of the further correspondence on the subject of the Supreme Court vacations, I have the honour to point out that the memorial to the Chamber was not signed by any of the signatories. Certainly, half, if not more, of the signatories were gentlemen practising as individual solicitors, who are no more "firms" than individuals who carry on business by themselves. The statement that eight firms signed the memorial was therefore as unfortunately inaccurate as the statement in the minutes that the view of the Chamber was supported by the majority of the solicitors of the Colony. This statement was, as possibly you may not be aware, hurriedly corrected after I had pointed out its inaccuracy to the then Chairman, before copies of the proceedings were sent to the Press.—I have &c., (Sgd.), F. T. PIGOTT.

The Chairman, Chamber of Commerce.

Hongkong Chamber of Commerce, 13th April, 1908.

Sir,—I have the honour to acknowledge receipt of your letter of 11th April on the subject of the Supreme Court vacations and in reply I am directed to state that my Committee do not see that any useful purpose can be served by continuing this correspondence.—I have &c., (Sgd.), E. A. M. WILLIAMS, Secretary.

His Honour Sir Francis Pigott, Chief Justice.

Chambers, Supreme Court, Hongkong, 14th April, 1908.

Sir,—I find myself on this point at least in agreement with the Committee of the Chamber, that no useful purpose can be served by continuing this correspondence, and I can only wish that the wisdom of that idea had prevented the issue to the Press of the further correspondence with the Government on the subject of the Supreme Court vacations, thereby provoking further and unjustifiable attacks on the Chief Justice. The studied discourtesy of that correspondence induced me to point out the "falsity" of the statement that the memorial of the 8 firms to the Chamber has been shrouded, for the names of the signatories have long been known to me; and also compelled me to press home the inaccuracy of the statement made with regard to the status of those signatories.—I have &c., (Sgd.), F. T. PIGOTT, Chief Justice.

The Chairman, Chamber of Commerce.

A NEW INDUSTRY.

TRADE IN TINNED LARD.

The following memorandum on the exportation of tinned lard under Government guarantee was considered at the last Committee meeting of the Chamber of Commerce:—

Colonial Secretary's Office, 1st May, 1908.

Sir,—I am directed to transmit for consideration of your Chamber the enclosed copy of a memorandum by His Excellency the Governor and to inquire whether any merchant in the Colony is prepared to attempt the export under Government guarantee of tinned lard.—I am, &c., (Sgd.), F. H. MAY, Colonial Secretary.

MEMO.

In the course of conversation with Dr. Musgrave (who had been deputed by the Philippine Government to visit Hongkong early in December last in order to inquire into the question of epidemic diseases among cattle exported from this Colony to Manila) allusion was made to the large market for this product both there and in the U.S.A., but that by a recent "Pure Food Act" it was compulsory that the tinned lard should have a Government guarantee. This he said was supplied with the lard imported from Australia, and though the Hongkong lard was both better and cheaper, it was probable that it would be entirely ousted by Australian because of this guarantee, and that the latter would also capture the American market. Dr. Musgrave, I think, added that lard from Hoihow and Australia would be superseded by Hongkong lard (the latter have a Government guarantee. This appeared to open a prospect of a new and very promising industry, which would consist of buying up the fat of pigs locally slaughtered and also purchased from China and packing it in accordance with Government requirements and so exporting it under Government guarantee.

A letter was in consequence addressed to the Australian Government inquiring what were the demands of the Government before a guarantee was issued. The Comptroller General's reply is attached.

Before pursuing this subject further I should like to know whether any merchant here is willing to embark in this trade. If so, I will write to the Government of the Philippines and point out that according to the letter from the Comptroller General no guarantee is issued by the Australian Government, and request information as to what was meant by Dr. Musgrave in his allusion to a guarantee. If it meant (as I suppose) that the manufacture of lard is subject to the regulations referred to in the Comptroller General's letter, I will enquire whether, if these regulations are adopted by an exporter here, there is a prospect that Hongkong lard would find a large market in the Philippines. Although the Government issued no Certificate of Purity it would be feasible for the Government to see that the regulations were observed by inspections from time to time, and by occasional analysis of samples, and this would probably be all that the Philippine Government requires.

(Sgd.), F. D. L., 30/4/08.

I was directed to the Secretary should call on him likely to be interested and obtain the views of the Comptroller of the Customs.

LANDING OF GOODS IN HONGKONG.

CUSTOM IN VOGUE.

PRACTICE OF LANDING GOODS INTO GODOWNS BY SHIP-OWNERS.

The following correspondence was read at the Chamber of Commerce meeting on 16th inst.:—

Hongkong, 29th April, 1908.

Sir,—I have been asked by a firm at Hamburg to ascertain whether there exists in Hongkong any local usage or rules according to which a steamer of a steamship line is bound to land and deliver the goods on the ship's expenses at Hongkong in a godown instead of delivering such goods alongside the ship.

The firm goes on to say: "Undoubtedly some steamship lines do as afore-mentioned, but they may be obliged to do so by a clause in the bill of lading or they say do so to please the receiver of goods."

"This would have nothing to do with the question: the question is: Whether such a usage or rule exists in Hongkong, which would compel anyone, who has not arranged in another way to land the goods in a godown."

"I also beg to ask you whether the 'custom of the port' is printed, and if so, where I may obtain a copy of it."

Thanking you in anticipation.—I have &c., (Sgd.), E. A. VORETZCH, Imperial German Consul.

The Chairman, Hongkong Chamber of Commerce, Present.

Hongkong Chamber of Commerce, 11th May, 1908.

Sir,—I have to acknowledge your letter dated the 29th April, 1908, addressed to the Chairman of this Chamber, and in answer thereto I am to state that shipowners are under no obligation to land and deliver goods unless specifically required to do so under the terms of the bill of lading.

In the absence of any such clause consignees must take delivery of steamers, but it is often to the advantage of owners to discharge into godowns at steamer's expense, thereby securing quick despatch.—I have &c., (Sgd.), E. A. M. WILLIAMS, Secretary.

Dr. E. A. Voretzsch, Imperial German Consul, Present.

CANTON DAY BY DAY.

RUMOURS OF UNREST.

[From Our Own Correspondent.]

Canton, 26th May.

The Canton officials have been in receipt of information that some anti-monarchists are attempting to create a disturbance in the districts along the West River, and in consequence a large body of troops was yesterday despatched to be stationed within the district to be held in readiness in case of emergency.

NEW PROVINCIAL EXAMINER.

The new Provincial Examiner, Tsien Tsien Tung, arrived here this morning; he landed at the Tien Tsien wharf, where he was received by the Kwangchow Prefect and the two district magistrates of Nanchow and Panyu. Tsien will take over the seal of office to-morrow.

TIBET.

The Canton high authorities have received instructions from Peking to appropriate from the Government Treasury a sum of 100,000 taels to be remitted to Tibet towards the funds for the reorganisation work there.

CONSUL-GENERAL FOR AUSTRALIA.

A Peking telegram states that Li Taotai Liang has been appointed to be Consul-General for Australia. It will be remembered that Li Taotai Liang was a deputy of foreign affairs at the port of Pakhoi, when the rising occurred in the neighbouring prefecture of Yumchow, and he was much appreciated for his good services in giving every necessary protection to the foreigners residing at that port. Li Taotai Liang has been a director of the Canton Imperial Chinese Telegraph Administration for some time, and he was transferred to Swatow as director of the Bureau of Foreign Affairs there a few months ago.

RICE SALES.

The daily proceeds for the sale of cheap rice in the four sheds during the days from the 21st day to the 24th of this month were as follows:—

	East shed.	West shed.	Honim shed.	Wongsha shed.
21st	\$1,370	\$1,368	\$1,102	\$1,078
22nd	1,310	1,324	1,308	1,052
23rd	1,310	1,473	1,346	995
24th	1,364	1,307	1,163	857

AN IMPOUND VAGRANT.

HOW THE POLICE WERE NEARLY HAMBOZZLED.

Nicholas Ywankov was the name of an Austrian who appeared in the Police Court this morning, on a charge of being a vagrant. He had accomplished what he had previously failed to do! About a week ago Ywankov made a futile attempt to be classed as a vagrant. He went to the Central Police Station and asked to be locked up. He had no house, he said, no money and no work—neither had he any "chow" for days. There was "something" about Ywankov that made the officer on duty doubt his words. "Come and search," he was told. Ywankov submitted to quite calmly. In the inside pocket of his coat the police found a letter (marked "confidential") addressed to a certain reverend gentleman in the Colony. His other pockets were being inspected when the searching officer felt some hard substance sewn up in the lining of the Austrian's coat. In the twinkling of an eye Ywankov had been separated from his coat; the lining was soon ripped, and before it was least expected six dollars rolled to the floor! It is needless to remark that Ywankov was turned out at about nine o'clock this morning; he made his second appearance at headquarters and applied again to be given "free quarters." On this occasion he took particular care to tell himself of the money before making the visit. The police had no alternative but to charge the man—and Nicholas Ywankov is now a inmate of the House of Detention.

THE YARN LOTTERY.

OFFICIAL WARNING.

Included in the minutes of proceedings of the monthly meeting of the Chamber of Commerce is the following letter:—

Colonial Secretary's Office, 18th May, 1908.

Sir,—With reference to the circular recently issued by the Japanese Yarn Spinners' Association regarding the issue of lottery tickets in bales of yarn, I am directed to inform you that the Consul for Japan was informed on the 21st ultimo that such issue would constitute an infringement of the Gambling Ordinance and was requested to warn the Mitsui Bussan Kaisha and other Japanese firms accordingly.

The Police have not succeeded in discovering cases of such issue of lottery tickets as yet.—I am, &c., F. H. MAY, Colonial Secretary.

The Secretary, General Chamber of Commerce.

THE SHATIN TRIPLE MURDER.

INTERESTING EVIDENCE BY ONE OF THE ACCUSED'S SISTERS.

The Supreme Court building was picked to its utmost capacity yesterday afternoon when the Hon. Dr. Ho Kai began his address on behalf of the three men, who are being tried for murdering two men and a boy—Luk Sang, Wong Sam Sang, and Wong Tin Fai—on the Kun Yam mountain on the afternoon of 2nd December, 1906. The address concluded at a late hour, a gist of which we published in our last issue.

By four o'clock the first witness for the defence took the stand: she was a woman, of about forty-five years of age, a sister of the first accused. Her name was what ill at ease, but answered every question put to her in a clear and straightforward manner. She gave her name as Wong Mui, and said she lived at Shatin village. On the 1st December, 1906, which day she remembered, she stated that she went to a friend's house (a man named Cheung Po E) where a feast was being held. There she met Luk Sang, one of the deceased, who resided close by. After the feast witnesses returned to her house at Shatin. On the following day she went to see her father, who at that time resided at Chuk Tau, Ping village, in the Kun Yam mountain. The first prisoner, who resided with his father, was in the house when she got there. Breakfast over, witness's father and the first accused took some paddy to dry at a place called Wai Tang, quite close to the house. They were away for about three hours, returning home at about eleven o'clock. At about noon the first accused, his father, and two other men went to the drying ground after partaking of their mid-day meal. They returned at three o'clock. After a rest they returned to work again. Witness, who was standing on the doorstep, later saw the three deceased approaching the drying ground where the first accused and the others were at work. Luk Sang addressed witness in passing. "Aunt," he said, "are you there?" he asked. "I am," replied witness; Luk Sang, going up to the first accused, said: "Paternal uncle, let us go up to the hills for a walk." The first accused replied that he was busy and could not spare the time. "Then we will go by ourselves," answered Luk Sang, and the three deceased went up the hillside, leaving the first accused still at work. Luk Sang carried nothing. Wong Sam Sang carried a knife to cut bamboo. The third deceased was empty-handed. Witness then left the house. This was after four o'clock in the afternoon. When she left the first accused was still at work.

Dr. Ho Kai—When you left the house where your sister-in-law—the first accused's wife—

Witness—She had just returned home from the feast when I was starting out.

Cross-examined by the Attorney-General:—Witness lived at Shatin, and was not in the habit of going to stay at her father's house. On this occasion she went there because she heard her father was ill. From the time she got there in the morning until the afternoon her brother was never out of her sight.

The case was then adjourned until this morning.

When the trial was resumed at 10.15 o'clock this morning, the Attorney-General, having closed his case yesterday, asked permission to recall Detective Sergeant Widen to speak to the finding of a watch, which was alleged to have belonged to Luk Sang, in the box of one of the accused. This evidence was admitted yesterday, but he required to make a certain point clear, as certain conversation which was heard yesterday was not admissible.

Dr. Ho Kai had no objection, but stated that the evidence would be admitted subject to action being taken hereafter.

The second witness was Charles William Jeffrey, of the Observatory. He was called to speak as to the condition of the weather on the day of the murder. He said that the 2nd December was a fine sunshiny day.

The Chief Justice—What was the wind?

Witness—Easterly.

How long did it last?—Throughout the day.

After theiffin recess a Chinese woman was called and she swore that at the time the murder was committed her husband—the third accused—was so ill in bed that he could not move.

Under cross-examination she deposed that her husband was seen either in Hongkong or at Kowloon City during the time he was supposed to be in bed. Her husband, she said, caught a cold during the typhoon of September, 1906.

After the typhoon he moved to another house as the roof of his old house had partly been blown away and the other half was leaking; but, nevertheless, he continued to pay the rent (70 cents per month) for the old house right along.

The Attorney-General—Do you mean to say that you continued to pay rent for a house you were not occupying?

The witness returned "Yes."

In answer to the question "What a witness stated that the husband was poor and had no money."

Witness—He was poor.

The witness returned "Yes."

The witness returned "Yes."

The witness returned "Yes."

The witness returned "Yes."

The witness returned "Yes."

The witness returned "Yes."

The witness returned "Yes."

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The witness returned "Yes."

THE ATTORNEY-GENERAL—HE WAS AN "OLD COY" AND YET YOU SAID HIM THE RECIPE?

WITNESS—YES. HE HAD AN "CHOW" THAT WAS WHY I SAID HIM.

The Attorney-General—A good Samaritan. The doctor was then examined. He told of having attended the third accused, who was ill at the time of the murder.

The Attorney-General—How many times have you attended him?

Witness—Many times.

What was your fee?—Only twenty cents a visit.

Twenty cents! So that the honour of attending was greater than the perquisites?—No. He couldn't pay any more. It is not a question of fee.

You kept no record at all of those visits?—No.

A few more questions, and the case for the defence closed at 3.15 o'clock.

Dr. Ho Kai then asked for an adjournment. He thought it was convenient to begin his address to-morrow.

The Chief Justice suggested that Dr. Ho Kai continue his address there and then, and he could deal with the more intricate points to-morrow.

The Attorney-General—My learned friend could go on and reserve all flowers of rhetoric until to-morrow.

Dr. Ho Kai then began his address. He spoke as to the character of the evidence adduced for the defence, which, he said, was unshaken by cross-examination. He called the jury's attention to the fact that he had established an alibi in the case of all the defendants, except the second man, whose witnesses could not be got. He called upon the prosecution to provide a motive for the murder, which they had not done. They alleged that robbery was the motive, but that had not been proved. Witnesses had been called to prove that the first defendant had conspired with the second to rob Luk Sang. Dr. Ho Kai asked the jury to regard that evidence with suspicion, and proceeded to analyse the evidence of each of these witnesses. There was a curious piece of evidence Dr. Ho Kai asked the jury to weigh and consider. Several of Luk Sang's relatives stated in the witness box that when the first accused visited Luk Sang on a walk on the hills he asked the latter to take his revolver with him. What there was in that he did not know. But he did not think it was likely that if it was the first accused's intention of robbing Luk Sang he would ask him to carry a revolver to protect himself. The theory of a grudge the accused had against Luk Sang and the others on account of the repairing of a grave was not credible. The case was at this stage adjourned, the Chief Justice directing Dr. Ho Kai to keep within the time limit to-morrow.

PRIVATE MOORING BOOYS.

DISAGREEMENT WITH GOVERNMENT PROPOSALS.

The following reply to the Government was read at the meeting of the Committee of the Chamber of Commerce on 16th inst.:—

Hongkong Chamber of Commerce, 12th May, 1908.

Sir,—I am directed to acknowledge the receipt of your letter of the 3rd ultimo on the subject of the proposal of the Government to make leased moorings in the harbour available to vessel-owners other than those of the lessees.

My Committee note that section 23 (4) of the Merchant Shipping Consolidation Ordinance 899 gives power to the Harbour Master to allow leased moorings to vessels other than those of the lessees.

I am to state, however, that my Committee are unaware of any occasion upon which the power has been exercised except under very special circumstances, and for reasons conveyed in paragraph 3 of this letter. They view with alarm any change in the procedure that has been followed for so many years.

My Committee note that the Government are prepared to guarantee that a buoy shall be available for the lessee's vessel upon giving the Harbour Master 48 hours' notice. It is, however, just this particular portion of the scheme, and the resultant inconvenience to all which my Committee anticipate by its adoption, that compels them to disagree with the proposals of the Government.

I am to put forward, for example, a state of affairs that my Committee consider likely to occur.

A steamer consigned to agents, who do not own a buoy, arrives in the Harbour and applies for and takes up her position at a leased mooring. She has a cargo that will take her three days to discharge. The owners of the buoy notify the Harbour Master on the day this vessel takes up her berth that they will require their buoy in 48 hours. What is the result?

(1) The steamer has to clear away, i.e., either get up steam or be towed to a new berth.

(2) The Chinese consignees are greatly inconvenienced, and lose time and money through the vessel having to move.

(3) Car, boat owners suffer to the same extent and the same way and lose additional time and money through having to search for the vessel at her new berth.

(4) Owners lose time and money and run unnecessary risk.

My Committee therefore consider the proposal both inconvenient and expensive.

As regards the undertaking by the Government to inspect the buoy for damage after their use by vessels other than those belonging to the owner of the mooring, my Committee consider that any examination short of actually hoisting up the buoy for the discovery of damage under water where it is most likely to occur, would be unsatisfactory to owners.

My Committee regret that notwithstanding the Government's assurances contained in your letter of the 3rd April, they are unable to withdraw their objection to the scheme. I am to reiterate the Committee's belief that any alteration in the present procedure is unnecessary and would be extremely vexatious.

My Committee, fail to see that the proposal is carried into effect will make this point more popular.—I am, &c., (Sgd.), E. A. M. WILLIAMS, Secretary.

His Honour Sir Francis Pigott, Chief Justice.

Hongkong Chamber of Commerce, 12th May, 1908.

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Today's Advertisements.

HONGKONG CLUB.

NOTICE. AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on TUESDAY, the 26th June, 1908 at 5.30 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 17th May, 1908. [541]

NOTICE.

THE TOYO KISEN KAISHA cordially invite the public to inspect the Company's new Turbine steamer "TENYO MARU," G.R. as Register 13,500 tons, Displacement 21,000 tons, Speed 21.76 knots on SATURDAY, the 30th inst., from 3 to 6 P.M. Steam Launches will leave Blake Pier every 20 minutes.

Hongkong, 27th May 1908. [542]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th May, 1908. [1920]

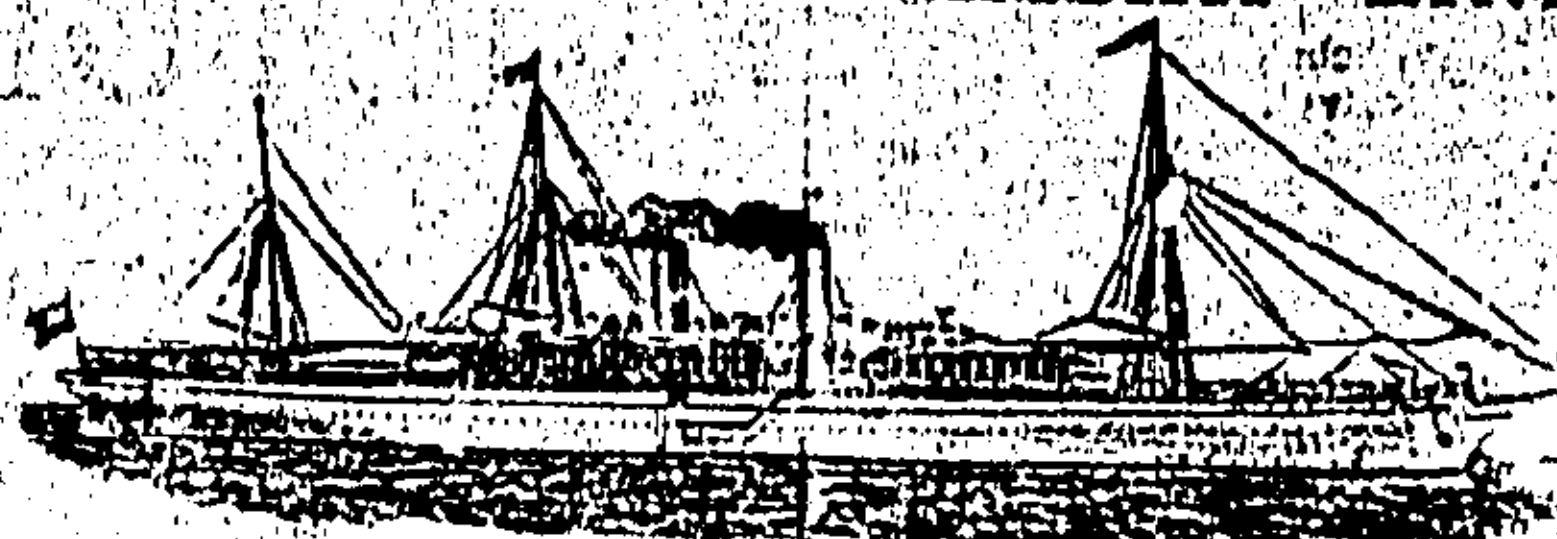
SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT is hereby notified for public information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the Santa Casa da Misericordia of the Macao, the adjudication by Public Auction, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July, proximo to

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific to the "Empress Line." Sailing 5 to 10 Days Ocean Travel. 12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPEROR OF CHINA".....	6,000	THURSDAY, June 4th	June 22nd
"EMPEROR OF INDIA".....	6,000	THURSDAY, June 18th	July 4th
"LEN OX".....	3,700	THURSDAY, June 18th	July 4th
"EMPEROR OF JAPAN".....	6,000	SATURDAY, July 4th	July 17th
"MONTEAGLE".....	6,163	SATURDAY, July 11th	July 25th
"EMPEROR OF CHINA".....	6,000	SATURDAY, July 18th	Aug. 4th
"GLENFARG".....	3,700	SATURDAY, Aug. 8th	Aug. 15th
"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.			
"EMPEROR" steamships depart from Hongkong at 4 P.M.			
"S.S. MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.			

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C. (through the PACIFIC OCEAN), with a Special Mail Express, and at QUEBEC, with the Company's New Fastest "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 47-10. Hongkong to London, Intermediate or 2nd Class, 44-0.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c., Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For SHANGHAI, YOKOHAMA, KORE, MANILA, Cebu, SINGAPORE, PENANG, CALCUTTA, KUTSANG, and RETURN TOURS TO JAPAN.

Occupying 74 DAYS.

The steamers Kutsang, Namang, and Fookiang leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Cheloo, Tientsin & Newchwang. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 27th May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI, MANILA, ZAMBOANGA, THURSDAY IS, COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.

MANILA, ZAMBOANGA, PORT DARWIN, and other AUSTRALIAN PORTS.

WIN and other AUSTRALIAN PORTS.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 27th May, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 30th May, at Noon.
RUBI.....	2540	Almond.....	"	SATURDAY, 6th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS, Hongkong, 25th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

Steamship To call For Freight and further information, apply to SHEWAN TOMES & CO., General Agents, Hongkong, 25th May, 1908.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above TO-MORROW, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which enables the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents, Hongkong, 27th May, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE"..... 6th June, 1908.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents, Hongkong, 20th May, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma, with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut.....	9,606	Roberts.....	6th June, 1908.
Tremont.....	9,606	Garlick.....	13th July.
Savaria.....	6,232	Shotton.....	29th July.
Kumera.....	6,232	Cowley.....	19th Aug.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw a.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

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Queen's Buildings, Hongkong, 20th May, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship "CARDIGANSHIRE."

will be despatched for the above Ports on or about the 22nd June, 1908.

For Freight or Passage, apply to SHEWAN TOMES & CO., Agents, Hongkong, 18th May, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer.

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9, every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have superior Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$1. Meals.....\$1.25 each.

"The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office."

YDEN ON'S, CO., LD. and SHIP ON'S, CO., LD. No. 5 Queen's Road, West, Hongkong, 18th May, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA."

Captain B. W. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Oceana, due in London on 15th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent, Hongkong, 16th May, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship "HAIMUN."

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 29th inst., at 11 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 26th May, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to call at the Malabar Coast.)

THE Steamship "OCEANO."

will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents, Hongkong, 26th May, 1908.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupils' residence.

Evening engagements for Dances and Concerts.

Apply to—E. J. LOPES, C/o Hongkong Telegraph Office, Hongkong, 9th March, 1908.

JAPANESE MASSAGE.

F. KAWASAKI.

GRADUATE of KOBE MASSAGE SCHOOL.

No. 36, PRAYA EAST, WANCHAI, HONGKONG, Telephone 364.

EFFECTIVE TREATMENT OF BERT-BERT AND RHEUMATISM.

Attendance at Patients' Residence.

Hongkong, 2nd May, 1908.

THE NEW FRENCH REMEDY THERAPION.

TRADE MARK.

This medicinal and highly popular remedy used in Continental Hospitals by Ricord, Nozard, Robert, &c., and others, combines all the desiderata to be sought in a medicine of the kind, and is a very reliable, efficient remedy.

THERAPION No. 1.

is a really short time, often a few days only, a complete cure for all the most distressing and dangerous diseases of the human system, such as rheumatism, neuralgia, sciatica, and all diseases for which it has been too much a fashion to resort to the use of opiates, and the use of the THERAPION No. 1 is a really short time, often a few days only, a complete cure for all the most distressing and dangerous diseases of the human system, such as rheumatism, neuralgia, sciatica, and all diseases for which it has been too much a fashion to resort to the use of opiates, and the use of the THERAPION No. 1 is a really short time, often a few days only, a complete cure for all the most distressing and dangerous diseases of the human system, such as rheumatism, neuralgia, sciatica, and all diseases for which it has been too much a fashion to resort to the use of opiates, and the use of the THERAPION No. 1 is a really short time, often a few days only, a complete cure for all the most distressing 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